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HONGKONG, THURSDAY, JULY 9, 1914

庚申年六月初三日

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LOVE AND POLITICS.

The Crime of Being Found Out.

The "Eleventh Commandment."

A correspondent writes to "The Times" as follows:—There is a great deal of talk going on, at many amiable dinner-tables, concerning Mrs. Parnell's most interesting volume about her life with the "unruffled King." One can easily understand this interest of interest in a woman who mingled politics and love. Parnell's death—seen from the point of view—the mistake of mingling the two. But, for a perfectly that might easily have forgotten his politics, the story of his love affairs. Thus, as one of Time's commentators, a crash and a disaster in 1901 becomes, in 1914, a reason for immortality, a device.

I say: You must not mix love and politics, unless you want to have dinner-table topics after you are dead. This perhaps I am inaccurate in so defining the situation. What the remarkable volumes, now being so widely read, best illustrate, perhaps, is the extraordinary importance in our modern world—ruled, as all human societies have ever been, by opinion—of the Eleventh Commandment, inclusive, as cynics say, of all the others—of the "Thou shalt not get found out" of the dinner-table. Talk—so far as we have noticed—turns, in reference to this great story, much on such points as whether Mr. Gladstone knew of the love behind the politics of the imperturbable Parnell. And now letters are quoted, documents alleged, to show that he did know; and our cynical friends again conclude that Mr. Gladstone turned from his ally on account of the breaking not of the Seventh but of the Eleventh Commandment referred to. And here the cynics are supposed to triumph over Mr. Gladstone.

But surely the great man showed, by the exceedingly skillful line he took up in the duel with Parnell, that he knew, and also that he knew that one day the world would know what he had known. In public, in private, Mr. Gladstone refused to sound the moral note. He judged Parnell as politically impossible, not as morally so. A "cancer and a judge of faith and morals" Mr. Gladstone on that issue flatly refused to be. "The Pope," he wrote to Mr. Morley, "has now clearly got a Commandment under which to pull him (Parnell) up." The Pope's Commandment—need I say?—was not apostasy: it was the Seventh. But Mr. Gladstone and the rest had a more effective Commandment still, under which to trip him up: their Commandment was the eleventh and last. They held that, by the action in the Divorce Court, Mr. Parnell had made himself objectionable to those Gladstonian Liberals who, in England, were prepared to concede Home Rule to Ireland. That simply meant that if Ireland was to have Home Rule, according to the Gladstonian principle, Parnell must go. The Irish Party—all but a few fanatics—could not hesitate. Mr. Gladstone was their only champion. They stuck to him, and Parnell "went."

So the tragedy of love and politics reveals itself. The moral issue, hardly intervene. Other politicians before Parnell, other famous men since his day, had and have perished on account of the Eleventh Commandment. The Seventh is, according to the worldly view, considerably less important.

"BLOODTHIRSTY BANNOCKBURN."

At the monthly meeting of Clydebank Town Council on Monday evening, May 11—Provost Taylor presiding—a letter was read from the St. Andrew's Society suggesting that the Council commemorate in some way the sixtieth anniversary of the Battle of Bannockburn, and offering to give advice on the matter. Councilor Hamilton, the "Glasgow Weekly Herald's" report states, moved that they intimate that they did not see their way to fall into the trap in reviving anything so bloodthirsty as Bannockburn. Ballie Macdonald, who did not think they should be so busy in keeping in perpetuity a medieval feud, which was of no use to them to-day. It was ultimately decided by a majority to accept the suggestion of the St. Andrew's Society.

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LADIES' GOLF CHAMPIONSHIPS.

(Continued from page 2.)

when she had hit the fifteenth; she was
given a lift for the hole. To the
champion of her large following she missed
it. That made Miss Litchy's score 21.
Miss Weston pluckily stuck to her task
and won the sixteenth, but at the seven-
teenth Miss Litchy was given a 21, putt
for a half and she failed. Then it was Miss Litchy's turn, but she
missed the true line, as indicated by her
caddy, and the ball ran wide. The re-
sult was a half in a victory for Miss
Litchy.

Sir George A. Biddell, president of the
Walton Heath Golf Club, subsequently
presented the cup and memento to Miss
Litchy, also a piece of jewellery, and the
runner-up medal to Miss Weston. He
said they had seen some very fine golf,
and they had also witnessed a display of
fortitude and courage on the part of the
competitors. The club had great plea-
sure in placing their course at the dis-
posal of the ladies, and they hoped they
had found their somewhat fast greens in
good order. "Although I won't," he
added playfully, "say anything about short putts being
missed."

Sir George also paid a tribute to the
excellent way in which the crowd had
behaved. "You behaved," he said, "as
though you knew golf, which is more
than can be said of most golfing crowds."

Miss Gilroy, the secretary of the cham-
pionship, paid a warm tribute to the
manner in which the Walton Heath Golf
Club had entertained them, for they had
all enjoyed the championship.

Scottish.

MISS ANDERSON WINS.

After many hard-fought struggles and
a deal of interesting golf, Miss Anderson
(Madras) beat Miss Frances Teach-
er (North Devon) in the final of the
Scottish Ladies' Championship yesterday,
after the hardest fight of all, at the twen-
tieth hole. Miss Teacher was the holder
of the coveted title in 1907, whilst her
successful opponent was defeated in the
semi-final last year. The tourney was
played at Muirfield, where the course
remained true to the finish, although the
closing stage was played in heavy rain.

Miss Teacher began well by running
down a good putt on the 9th and 10th, but

took the second as well through Miss
Anderson finding the rough from the tee.
The latter secured the fourth by virtue
of a better short game, and drew level
with the fifth by running down a five yards
putt after both had been trapped. The
sixth was missed, and each player giving
to the seventh, better putting giving
Miss Anderson the hole and the lead.
Miss Teacher was fortunate to escape a
bunker at the eighth, and to square the
game. Winning the ninth in five to
six, the ex-champion turned 1 up, in an
approximate 48 against 49.

The match was again squared at the
tenth, and Miss Anderson resumed her
lead of 1 at the twelfth, where Miss
Teacher putted badly. Bunker visits
cost Miss Teacher the thirteenth, but
a win at the sixteenth left the ex-cham-
pion with a deficit of one hole with two
to play. She made a grand run up to
square at the seventeenth, and narrowly
missed a putt of eight yards for a win
at the home hole.

Going out again the players halved
the nineteenth in a perfect 3, but Miss
Teacher was trapped with her mallet
third at the next. She even then might
have secured a half but for a stroke
which proved too much for her, and Miss
Anderson secured her first Scottish cham-
pionship.

Beautiful weather favoured the semi-
final and final rounds of the Irish Ladies'
Golf Championship at "Castlerock," Co.
Derry, yesterday. In the semi-finals
Miss Janet Jackson, the holder, turned
6 up against Miss M. Hanna, and ulti-
mately proved successful by 5 and 3; and
Miss Mollon, after being 6 up at the
turn, beat Miss Craig by 7 and 5. In
the final Miss Janet Jackson managed to
hold her own and retained the title,
beating Miss Mollon by 3 and 2. Re-
sults:

SEMI-FINAL ROUND.

Miss Janet Jackson (Ireland) beat Miss
Hanna (Ireland) by 5 and 4.

Miss Mollon (County Down) beat Miss
Craig (County Down) by 7 and 5.

FINAL.

Miss Janet Jackson beat Miss Mollon by
3 and 2.

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Mr. & Mrs. R. Gappes Mr. & Mrs. R. Pratt

Mr. & Mrs. A. Gappes Mr. & Mrs. R. Pratt

Mr. & Mrs. J. Gappes Mr. & Mrs. R. Pratt

Mr. & Mrs. T. M. Gregory Mr. & Mrs. R. Pratt

Mr. & Mrs. O. J. Higgins Mr. & Mrs. R. Pratt

Mr. & Mrs. H. Higgins Mr. & Mrs. R. Pratt

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INTIMATIONS

HAVE YOU USED
KAMINIA OIL?

(Registered.)

The World's Favourite Hair Oil.

For beautifying and increasing the growth of the hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the scalp cool and refreshed. No other hair oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE—Eighty Cents a bottle net. Can be had from all Universal Providers and other principal dealers in the Colony or from the sole agent Choa Chuk Wan, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors:—

KAMINIA PERFUMERY COMPANY,
Bombay, India.

VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs
VICHY CELESTINS
in bottles and half bottles
For Kidney and Bladder troubles, bladder trouble—Gout—Gravel—Arthritis
VICHY GRANDE-GRILLE For Urinary and Biliousness
VICHY HOPITAL For Indigestion.
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED.
VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters. In tins and bottles.
VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

JOHN OAKLEY & SONS
EMERY & BLACK LEAD MILLS LONDON
EMERY GLASS BLACK
CLOTH PAPER LEAD
WELLINGTON KNIFE POLISH
JOHN OAKLEY & SONS, LIMITED, "WELLINGTON MILLS, LONDON."

TO LET

TO LET.
GODOWN in ICE HOUSE STREET.
Apply HONG NG OE COY., Ltd.
Hongkong, May 21, 1914. 643

TO LET.

FROM 1st, JULY, 1914.
IN CANTON on SHAMKIN Lot 55.
The premises now in the occupation of the Bank of TAIWAN Co.
Apply to
DAVID SASSOON & CO. LTD.
Hongkong, May 6, 1914. 578

TO LET.

BOARD and LODGING for Single Gentlemen; three minutes from Ferry, terms moderate.
Apply Mrs. EDWARD JACOBS,
17, Ashley Road, Kowloon.
Hongkong, July 2, 1914. 781

QUEEN'S BUILDING.

TO LET the South West portion of the First Floor, including Treasury on Ground Floor, lately in occupation of the German Bank.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, June 16, 1914. 733

TO LET.

NO. 19th SHALLEY STREET.
No. 7, TEWAT TERRACE, Peak. Thoroughly renovated and in good order. No. 55, FLAT TERRACE, newly painted and comfortable.
ROOMS in Queen's Road Central. No. 9, BEAUCHAMPEL ARCADE, Shop.
Apply to
"OLENSHIEL" 124 Barker Road, 8 rooms, close to Train Station.
Apply to
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, July 3, 1914. 61

TO LET

TO LET.
OFFICES in HOTEL MANSIONS, From 1st September next.
Apply to
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, July 7, 1914. 802

TO LET.

LA HACIENDA E., No. 74, Mount Kellett Road.
Apply CHATER & M. DY,
No. 5, Queen's Road Central.
Hongkong, April 2, 1914. 415

TO LET.

FOUR ROOMED HOUSES in Salisbury Avenue, Kowloon. Cheap rental. SHOP with Godown attached, NATHAN Road, Kowloon. Rowland Marine Lot No. 48 with Wharf.
FLATS in Nathan Road, Kowloon.
Apply to
HUMPHREYS ESTATE & FINANCE CO., Ltd.
Alexandra Buildings,
Hongkong, May 19, 1914.

SIENTING.

Surgeon Dentist.
No. 14, D'ARVILLE STREET.
TERMS VERY MODERATE.
Consultation Free.

THE CHINA MAIL

Typhoon Map & Guide.
PRICE 40 cents.

THE ALEXANDRA CAFE cannot be reached by the tram. For the best of the Central Hotel, with views of Victoria Harbour.

THE TRUE TYRANNY.

MAN'S REBELLION AGAINST THE SPORTING WOMAN.

Diana of To-day and Yesterday.

When the average man thinks of a woman in connection with sport, says the Times, he conjures up his mind a picture of a large, red-faced being in severely practical garments, one in whom he can see no trace of femininity, whom he would not dare, nor has he the desire, to patronize, and to whom to talk "prettily" would be as unnatural as it would be unexpected. In fact, his mental picture is one, not of a woman, but a rival, worse of a rival with an unfair advantage, and consequently one to be disliked. Worse yet, one whom he may not even dislike, for then he must remember that she is a woman, and, as such, one to whom he owes many duties, among them open aggressiveness.

So long as woman came into sport merely to learn from man, so long as she maintained the "old-fashioned" man-and-I-am-only-a-weak-woman spirit, he could put up with her as an amusing incident in his less serious games. But when she began to take things seriously she ceased to be amusing. One cannot be amused by a companion who is beginning to discover one's weak spots. When she progressed still further and added to her achievements, and by patient study or natural aptitude began to equal man in skill, she became a menace.

THE CROWNING INDIGNITY.
And then she went further. The crowning indignity came when she beat man as his own games. And that was the beginning of a war. She ceased to become a nuisance, she became a danger—one to be fought at all costs. Man quickly dropped his attitude of superior tolerance, even his well-controlled annoyance, and came forward eagerly to meet her on the basis of equality that she herself had laid down—to beat her for the honour of his sex. This, at least, is the idea we all accept, but it is not a right one.

In the keen, even bitter, rivalry that exists between the sexes in the field the struggle is not for superiority of skill alone; man is fighting for a deeper cause, and woman, wilfully or ignorantly, is opposing him. Man is striving to avenge a slight. He does not mind being beaten by a woman so long as she is pretty and charming. It is because woman has ceased to pay her just and traditional debt, to acknowledge man's deference to her sex by using Nature's gift to woman—the power to charm—that he is resentful. To him it seems an injustice that she should still demand the consideration he is bound and willing to offer her and give nothing in return. There never was a man yet who was not proud to be beaten by a pretty woman. "Why should I give all and receive nothing?" he argues. "Why must I defer to this creature who willfully denies me in return her gift to charm?" She has ceased to come to man in the trimness of her natural charm, and yet I may not for my manhood's sake forgo any of my duty to her. It is, after all, merely a question of common justice.

IN PRE-VICTORIAN DAYS.
In older days, when woman competed with her brother in his games, she came in daintily attired, with all the attractiveness of her feminine nature; and he never grudged her her "gold" when they shot in rivalry with bow and arrow on mid-Victorian lawns. Or when they competed in cricket, it was he who rejoiced the more at the defeat of his sex. For all their affectation of simplicity our mothers and grandmothers fought the battle of their sex more skillfully than do their daughters of to-day. They knew the power Nature had given them; they knew the deadliness of the weapon of charm they held in keeping; and they were wise enough to prefer to suffer the discomforts of clothing and manner which preserved to them that weapon rather than sacrifice it for the transient triumph of a boasted superiority.

Diana of the sixties rode in a long habit, and laughed with her brothers at the "horsey" woman of the period. Diana of to-day rides astride and laughs along at the wise young woman who refuses to be emancipated. And her brothers, being polite still, may tell her how much they admire her common sense; but they would rather go home in the dusk along the by-roads with Diana of the habit than take a sporting bet to race "cross country" with Diana of the breeches. And we may translate this to the links or the tennis lawn, the stubble field or the Alps. If woman would, she might still reign supreme in all phases of life, just as she did years ago.

LOSING WEIGHT BY THE POUND.

"Under Weight," a condition of ill-health, shows your system. Have powers are deteriorating.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND.
Supplies the blood with the finest nourishing and healthy flesh building materials. Very palatable.
OF ALL CHEMISTS.
Price 2/6 and 4/6.

STRENGTH FAILING AT FORTY.

Every man will do well when he has passed the age of forty to ask himself the question, "Am I as strong as I ought to be?" Few men can truthfully answer "Yes." For at this time of life, and after many weaknesses and diseases assail the body, it may be a weakness in the back that aches when you stoop, or a sudden twist or strain may bring on the agonies of lumbago. The nerves, too, often become very weak, with the result that you sleep restlessly, or very little, your hands tremble and your legs feel shaky at the knees. It is a strange feeling of exhaustion that masters you; though not actually keeping you from work, yet it renders you unable to do things properly.

To the man over forty the new, red, rich blood created by Dr. Williams' Pink Pills is a vital necessity. He must replenish and enrich his thin, impure blood with it, or otherwise he cannot retain or recover strength, nervous force and the power to keep pace with other men. So many men have gained a new lease of healthy life with the aid of Dr. Williams' Pink Pills that it is folly to delay following their example. [Dr. Williams' Pink Pills] supply natural food to weak, hungry nerves because these Pills renew and enrich the blood on which the nerves depend for strength. In this way weak, ailing men are made strong and well.

Begin Dr. Williams' Pink Pills to-day. Sold by dealers, or direct from Dr. Williams' Medicine Co. 84 Sachuen Road, Shanghai, one bottle for \$1.00, six for \$5 post free.

It is not a case of a rising of woman against the tyranny of man, but of a rising of man against the tyranny of woman. Through all the ages man has willingly bowed himself down a happy slave of his womanfolk. But they are losing their quondam ways, neglecting their robes of state, forgetting their regal manner, and man is beginning to resent the fee and homage he still must pay. It is he who seeks emancipation and equality with woman. And this she cannot be brought to see; perhaps she never will until it is too late.

A LESSON FROM FRANCE.
The prospect is gloomy, but there is cause for hope. Woman in her blindness has been negotiating her chief counselor, Rue de la Paix. Rue de la Paix may yet save the situation; it has done so with these women who come most directly under its influence. There is no high war in France; there is no Frenchman who rights defeat at the hands of his woman; for they, traveling and wise, most cunning of all their sex, have retained their royal customs. They know the power of robes and habiliments of feminine inconspicuity and charming tyranny; and your French woman of the promenade, well-dressed, does your French woman climb a mountain, she arrives at the summit in all her daintiness. Does she play lawn tennis? The movements of the game but accentuate the fascination of the charm of her simple but feminine costume. In any other branch of sport it is the same, and because of this she conquers. Her men are willing subjects, proud to be defeated by her, anxious to serve her. Will not our women at home learn again from her, as they have learned in the past. For us men it is the only chance. We do not want equality of the sexes, we wish there to be still the weaker but ruling sex. Paris may yet save us. "Great is Paris," we unwilling rebels murmur. "Let us wait it prevail."

BRITISH INTERESTS IN THE PERSIAN GULF.

In the House of Commons recently Colonel Yale (U. Melton) asked the Secretary for Foreign Affairs whether, in view of the positive declaration contained in the correspondence in connection with the Russian Convention of 1907 respecting the special interests possessed by Great Britain in the Persian Gulf and the Russian acknowledgment of the same, he would give an assurance that in the negotiations regarding the Trans-Persian Railway there would be a stipulation that no line on a foreign gauge should run to the shores of the Persian Gulf and that the line to the south of the Russian sphere should be constructed on an Indian and not a Russian gauge, so that British and Indian goods would have the same facilities for entering Persia in the south, without break of gauge, as Russian goods would have in the north.

Sir Edward Grey: The question is still under discussion, and I cannot therefore usefully add anything to the answer returned to a question asked by the honourable and gallant member on the 25th ultimo. I hope, however, to be able to make a statement in due course when the discussion is further advanced. The question of the gauge has been and will be most carefully considered.

BIG INDIAN LOAN.

A Calculate message says that His Excellency the Governor-General in Council has decided to borrow five hundred lakhs of rupees for public service. Preliminary notes will be issued for the amount, in the form of the notes of the 24 per cent. loan of 1900-01; of which loan the notes to be now issued will form a part. All the conditions which apply to the notes of the 24 per cent. loan of 1900-01 will apply to the notes to be now issued. Interest on the notes of the loan will be payable half yearly on June 30 and December 31.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tonn.	Guns.	H.P.	Commander.	Last report at.
Alacrity	despatch-vessel	1650	3	9000	Comdr. Archibald Cochrane	Weihaiwei
Atlas	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	3	200	Lt.-Comdr. V. R. Branden	Weihaiwei
Britomart	river gunboat	710	3	200	Lt.-Comdr. Q. D. Preston-Thomas	Hongkong
Cadmus	torpedo	1070	4	1400	Capt. M. S. Fitzmaurice	Yangtsze
Chalmers	torpedo boat destroyer	580	4	7000	Lieut. Comdr. R. T. England	Hongkong
Cherub	water tank and tug	380	—	300	—	Hongkong
Clio	torpedo	1770	4	1400	Comdr. Colin Mackenzie, D.S.C.	Yangtsze
Colne	torpedo boat destroyer	580	4	7000	Comdr. Seymour	Weihaiwei
Fame	torpedo boat destroyer	580	4	7000	Lieut. C. M. Blackman	Hongkong
Hampshire	cruiser, 1st class	14,000	10	20,000	Capt. H. W. Grant	Weihaiwei
Jaeger	torpedo boat destroyer	580	4	7000	Lieut. Comdr. G. F. A. Mulock	Hongkong
Sangre	torpedo boat destroyer	580	4	7000	Lieut. Comdr. F. A. H. Russell	Weihaiwei
Kinsale	river gunboat	618	4	1200	Lt.-Comdr. H. D. Marryat	Yangtsze
Minotaur	cruiser, 1st class	14,000	—	27,000	Lt.-Comdr. Gibson	Loban
Minotaur	river gunboat	180	3	800	Capt. E. F. Kiddle	Weihaiwei
Moore	cruiser, 2nd class	4800	19	23,000	Lt.-Com. Alexander Dixon	West River
Newcastle	river gunboat	618	4	1200	Capt. Frederick A. Powlett	Weihaiwei
Nightingale	river gunboat	618	4	1200	Lieut. Com. Malcolm Murray	Yangtsze River
Ribble	torpedo boat destroyer	580	—	7000	Lieut. Comdr. R. W. Wilkinson	Weihaiwei
Rosario	depot ship, submarine	980	—	1400	Lieut. Comdr. F. A. N. Cromie	Hongkong
Robin	river gunboat	618	4	1200	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	618	4	1200	Lt.-Com. I. A. S. Hutton	West River
Snipe	river gunboat	618	4	1200	Lt.-Comdr. M. T. R. Maxwell-Smith	South Yangtsze
Tamar	receiving ship	1450	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Talbot	river gunboat	618	4	1200	Lt.-Comdr. S. P. H. Russell	Upper Yangtsze
Thistle	river gunboat	710	3	900	Lt.-Com. G. F. L. L. Pave	Weihaiwei
Triumph	battle ship	11,985	18	12,500	Act. Comdr. A. S. Sturmann	Hongkong
Uk	torpedo boat destroyer	580	—	7000	Lt.-Comdr. Maxwell	Weihaiwei
Welland	torpedo boat destroyer	580	—	7000	Lieut. Comdr. C. A. Poignand	Hongkong
Widgeon	river gunboat	180	3	800	Lt.-Com. A. J. London	Upper Yangtsze
Woodcock	river gunboat	180	3	800	Lt.-Com. M. J. Blackwood	Yangtsze
Woodhar	river gunboat	180	3	800	Lt.-Comdr. Lloyd	Yangtsze
Yarmouth	light cruiser	6250	—	23,000	Capt. H. L. Cochrane	Weihaiwei
C.36	submarine	—	—	—	Lieut. F. J. McGillevie	Hongkong
C.37	submarine	—	—	—	Lieut. J. Gilmie	Hongkong
C.38	submarine	—	—	—	Lieut. R. N. C. Pope	Hongkong
C.39	torpedo boat	—	—	—	Lieut. Handley	West River
C.40	torpedo boat	—	—	—	Lieut. Williams	Hongkong
C.41	torpedo boat	—	—	—	Lieut. Wyndham-Quinn	West River
C.42	torpedo boat	—	—	—	Lieut. Newell	Hongkong

* Flagship of Vice-Admiral T. H. M. Jerram, R.C.N., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Kind and description.	Tonn.	Guns.	H.P.	Commander.	Last report at.
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	25	8000	Capt. Makovitz	Chingwangtao
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Daveloy	Japan
Montcalm	French flagship	9600	—	—	Capt. de Vaisseau	W. Coast of America
Decidie	French gunboat	645	10	1700	Lieut. Vandier	Shanghai
Argus	French river gunboat	180	3	570	Lieut. Demardille	Canton
Vigilante	French gunboat	123	7	500	Lieut. Lescand	Canton
Fahe	French gunboat	130	—	—	Lieut. Collis	Tongke
Dondard de Lagros	French gunboat	—	—	—	Lieut. Dupuy Dutois	Tobong King

* Flagship of Rear-Admiral Huguet, Commander-in-Chief, the French China Station.

Name.	Kind and description.	Tonn.	Guns.	H.P.	Commander.	Last report at.
Lynx	French submarine	—	—	—	Lieut. Boleux	Saigon
Frodoe	French submarine	—	—	—	Lieut. Boleux	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	360	7	300	Lieut. Agrilant	Saigon
Therion	French destroyer	—	—	—	Capt. de Frigate Roussin	Saigon
Platole	French destroyer	130	7	300	Comdr. de Maquessant	Saigon
Mouquet	French destroyer	307	6	300	Lieut. Boleux	Saigon
Manche	French surveying ship	1623	10	9000	Comdr. Vaisin	Saigon

* Flagship of Capt. (Commodore) Bontant, Commanding the local defense force.

Name.	Kind and description.	Tonn.	Guns.	H.P.	Commander.	Last report at.
London	German cruiser	3800	22	11,300	Capt. v. Mueller	Tsingtao
Grisonea	German armoured cruiser	11,800	34	20,000	Capt. Bruninghaus	Tsingtao
Ilia	German gunboat	900	12	1000	Comdr. Schaefer	Shanghai
Ilia	German gunboat	900	12	1000	Comdr. Loring	Hankow
Jaguar	German cruiser	3250	24	11,000	Capt. Haug	Tsingtao
Leipzig	German gunboat	810	10	1050	Comdr. Thierichsen	Shanghai
Luchs	German cruiser	3400	22	13,000	Capt. Scholz	Yangtsze
Nimburg	German river gunboat	—	—	—	Capt. Lieut. v. v. v.	Yangtsze River
Qilin	German armoured cruiser	11,800	34	20,000	Capt. von Scholtz	Tsingtao
Scharnhorst	German torpedo boat	830	8	6500	Capt. Lieut. Bontant	Tsingtao
S. 90	German gunboat	1000	10	1050	Comdr. Bontant	Tsingtao
Tiger	German river gunboat	230	4	1300	Capt. von Moller	Canton
Tingtau	German river gunboat	225	4	800	Obst. v. Dr. Dr. Dr.	Tsingtao
Vaterland	Italian cruiser	2145	—	—	Comdr. Bontant	Shanghai
Marco Polo	Italian cruiser	—	—	—	Comdr. Bontant	Shanghai
S. Cobito	Portuguese cruiser	1787	—	—	Capt. Leitao	Macao
Adamastor	Portuguese gunboat	—	—	—	Capt. Leitao	Macao
Macao	Portuguese gunboat	700	—	—	Capt. Leitao	Macao

UNITED STATES VESSELS ON ASIATIC STATION.

A-2	U. S. submarine				Maxim G. Bradford	Cavite
A-4	"				Ensign J. H. Mann	Cavite
A-6	"				Ensign J. L. Riboldo	Cavite
A-7	"				Ensign R. F. Wood	Cavite
B-2	"				Lieut. S. M. La Bounty	Cavite
B-3	"				Ensign C. Q. Wright	Cavite
Bainbridge	U. S. torpedo-boat destroyer	420	7	3000	Lieut. R. A. Spruance	Cavite
Berry	U. S. torpedo-boat destroyer	420	7	3000	Lieut. C. S. Keller	Cavite
Callao	U. S. gunboat	243	8	250	Lieut. W. L. Beck	Canton
Chamorro	U. S. torpedo-boat destroyer	420	7	3000	Lieut. J. C. Jennings	Cavite
Cincinnati	U. S. protected cruiser	3123	13	10,000	Comdr. J. V. Chase	Olongapo
Dale	U. S. torpedo-boat destroyer	420	7	3000	Lieut. V. K. Conner	Cavite
Decatur	U. S. gunboat	420	7	3000	Lieut. K. Durr	Cavite
Elcano	U. S. protected cruiser	3430	10	7800	Lieut. Comdr. S. Gannon	Yamaguchi
Galveston	U. S. gunboat	1892	10	1900	Comdr. R. H. Leigh	Olongapo
Hale	U. S. station ship	1900	6	1100	Comdr. W. C. Cole	Yamaguchi
Monahan	U. S. receiving ship	2890	6	3000	Ensign J. R. Mann	Cavite
Monahan	U. S. monitor	4064	4	6277	Lieut. F. Rorachach	Olongapo
Pampana	U. S. gunboat	243	8	—	Lieut. H. H. Fergus	South Philippines
Panama	U. S. sea going tug	854	2	1600	Ensign H. W. Koehler	Olongapo
Panama	U. S. gunboat	243	8	208	Lieut. H. E. Shumaker	Yamaguchi
Quince	U. S. gunboat	420	14	1800	Lieut. N. E. G. as	Cavite
Reynolds	U. S. transport	243	8	250	Lieut. C. McCauley	Shanghai
Reynolds	U. S. gunboat	243	8	250	Comdr. J. H. Dayton	Shanghai
Reynolds	U. S. armored cruiser	1111	14	10,401	G. Cowles	—
Reynolds	U. S. armored cruiser	1111	14	10,401	Lieut. J. M. Poole	Yamaguchi
Reynolds	U. S. gunboat	243	8	250	Comdr. J. L. Babin	Yamaguchi
Reynolds	U. S. gunboat	243	8	250	Chief Boatswain B. O. Halliwell	Olongapo
Reynolds	U. S. gunboat	243	8	250	Chief Boatswain Babin	Olongapo
Reynolds	U. S. gunboat	243	8	250	Chief Boatswain Babin	Olongapo

A large, dense crowd of people, mostly men in suits, gathered for a formal event. The image is grainy and high-contrast, showing a sea of heads and shoulders. The people are packed closely together, filling the frame from the foreground into the background. The lighting is somewhat uneven, with brighter areas in the center and darker areas towards the edges. The overall impression is one of a significant public gathering or a formal assembly.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE FRENCH NAVAL DISASTER.

FATAL RESULTS.

LONDON, July 9.
A telegram from Toulon states that it appears that the submarine Calypso collided with the submarine Circe, and that two petty officers died from exposure and that one man is missing.
The Calypso has been abandoned in 300 feet of water.

THE THAMES MOON-LIGHT TRAGEDY.

THE INQUEST.

LONDON, July 9.
The inquest on the deaths of Sir Dennis Anson, Bart., and Bandman Mitchell was held, and was attended by the Duke and Duchess of Rutland and other distinguished people.
Witnesses said that Sir Dennis Anson was the life of the party.
Counsel announced that Mitchell's widow would be provided for.
The Coroner paid a tribute to Mitchell and Count Benckendorff.
A verdict of "Accidental Death" was returned, the jury adding that Sir Dennis Anson was quite sober, but full of fun.

The tragedy occurred on the 4th inst. Sir Dennis Anson, a young New Zealander who a week previous to his death had succeeded to the Baronetcy, jumped into the water from a houseboat, and, despite a plucky attempt on the part of a bandman named Mitchell and of Count Benckendorff, son of the Russian Ambassador, was drowned. Mitchell was also drowned and the Count was exhausted when assisted from the water. —Ed.]

THE MULLAH'S REPORTED ADVANCE.

LONDON, July 9.
A telegram from Aden states that the advance of the Mullah on Durao is not confirmed.

HOME CRICKET.

LONDON, July 9.
Oxford University beat Cambridge University at Lords by 194 runs.
The Worcestershire v. Gloucestershire match at Worcester ended in a draw. Last year Worcester won by an innings and 138 runs.
Warwickshire beat Hampshire at Birmingham by six wickets. Last year the score was precisely the same.

INTERNATIONAL LAWN TENNIS.

Davis Cup Contests.

LONDON, July 9.
In the Davis Lawn Tennis Cup preliminary matches, Great Britain beat Belgium at Folkestone, Roper-Barrett and Mavrogordato defeating De Vivier and Watson 6-1, 6-2, 6-2.

THE HINDU IMMIGRANTS IN CANADA.

Willing To Return.

LONDON, July 9.
The Hindu passengers on board the Komagata Maru announce that they are willing to return to Hongkong, and they have appealed to the Dominion Government for financial assistance.

THE GOVERNORSHIP OF NEW YORK STATE.

Mr. Roosevelt Declines Nomination.

LONDON, July 9.
Mr. Roosevelt has declined pressure from New York Progressives to accept nomination for the Governorship of New York State.

DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your family with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at this season of the year, you are neglecting them, as bowel complaints are sure to be prevalent, and it is the dangerous remedy to be used with. This is especially true if there are children in the family. A dose or two of this remedy will place the trouble within control and perhaps save a life, or at least a doctor's bill. —For sale by all Chemists and Druggists.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITISH POLITICS.

THE LORDS AND THE AMENDING BILL.

LONDON, July 9.
The House of Lords, in Committee on the Amending Bill, deleted the clause providing exclusion by counties. They also rejected Lord Macdonnell's amendment embodying a scheme of Home Rule within Home Rule as impracticable.

LATER.

Lord Lansdowne's amendment totally excluding Ulster with anytime limit was adopted by 133 votes to 39.

The Finance Bill.

The Government's action in gutting the Finance Bill was adopted by 265 votes to 175.

LATER.

Important Amendments.

In the House of Lords Lord Crewe accepted the amendment of Lord Middleton regarding the excluded area being administered by a Secretary of State instead of by the Lord Lieutenant.

The amendment by Lord St. Aldwyn reducing the Irish representation at Westminster to 27 was also adopted.

Lord Halsbury said unless the Government told the Opposition what recommendations they were going to make in the House of Commons regarding amendments to the Amending Bill they ought not to be passed, and the Government would be responsible for any bloodshed.

The Government's Policy.

Mr. Asquith, Under Secretary for Foreign Affairs, speaking at Huntingdon, said the Liberals had shut their eyes to the war preparations in Ulster while a hope of settlement remained. But if that failed and the Government was defied, force would be met by force, whatever the consequences.

LONDON, July 9.

The Government And Their Majority.

The Cabinet, surprised by Tuesday's division, met yesterday to consider the state of feeling in the Party, but no decision was reached concerning a change of programme or the course of business to be followed. The chief question is that of an Autumn session, beginning in October, or more probably November. The Unionist papers state that Mr. Lloyd George threatens to resign if he does not obtain an autumn session; as the Revenue Bill will otherwise be delayed.

The Liberal papers admit that the situation is serious, but deny that a vote has set in. The increase in the Government's majority yesterday was due to Mr. Asquith's promise of a comprehensive inquiry into the income tax, which reassured the "cave" of rich Liberals.

TRADE UNION AMALGAMATION.

LONDON, July 9.
Delegates representing twenty-six trade unions at a meeting of general labourers and transport workers, decided to amalgamate, subject to a ballot of their members approving the proposal.

MEXICAN AFFAIRS.

Huerta Ready To Resign.

LONDON, July 9.
A telegram from Mexico City states that the Foreign Minister, in a State ment to Congress, said that General Huerta's Government is ready to negotiate with the Rebels for the establishment of a new provisional administration and Huerta is ready to resign if this will insure peace.

SUFFRAGETTES ATTEMPT TO DESTROY BURNS' COTTAGE.

LONDON, July 9.
A watchman who observed two suffragettes placing large bombs in Burns' cottage at Ayr, secured the bombs and one of the suffragettes.

CRAMP COLIC.

NO need of suffering from cramps in the stomach, or intestinal pains. Chamberlain's Colic, Cholera and Diarrhoea Remedy never fails to relieve the most severe cases. Get it today, there be will no time to send for it after the attack comes on. For sale by all Chemists and Druggists.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE IRISH QUESTION.

WARLIKE PROCEEDINGS.

LONDON, July 9.
A consignment of arms, consisting of 200 rifles, with a quantity of ammunition, has been seized at Londonderry. The Nationalist Volunteers were hastily mobilised to prevent the seizure, but the attempt was anticipated and the police had been reinforced to meet the situation.

The Belfast Daily Telegraph and other newspapers declare that the stories published by the London papers of the landing of a quarter million rounds of ammunition, which was conveyed ashore by ten Belfast professional gentlemen disguised as coalheavers, and the landing of forty machine guns, are ridiculous myths.

STEFANSSON'S EXPEDITION.

FEARED LOSS OF LIFE.

LONDON, July 9.
A telegram from Ottawa states that it is feared that eight men of Stefansson's expedition, who were believed to be at Wrangell Island on June 6, have perished. Those lost include two Scotsmen, an Englishman and a Frenchman.

The missing members of the expedition include Mr. James Murray, who was biologist to the Shackleton Expedition of 1907, Dr. Alister Forbes Mackay, who was with Shackleton two years, and Chief Officer Anderson, of Inverkeithing.

(Wah Tsz Yat Po's Service.)

A COMMISSIONER CENSURED.

PEKING, July 9.
Yang Foe Ho, Commissioner at Ili, has been severely censured by the Government for permitting Russian surveyors to survey and make plans of the Ili river, in Chinese territory.

REVOLUTION INDEMNITIES.

PEKING, July 9.
A sum of over \$2,000,000 has been paid to foreign countries in Revolution indemnities.

TIBETAN NEGOTIATIONS FAIL.

PEKING, July 9.
Owing to the Tibetans insisting upon the cession by China of the southern part of Chinghai the negotiations have absolutely failed.

RAILWAY EXTENSIONS MOOTED.

PEKING, July 9.
The Department of Communications has recommended the following railway extensions: Shau Yun Ching to Ning-hai; Ye-chang to Kuang-chow; and Chu-chow to Shun-yang.

DAMAGE BY LOCUSTS.

PEKING, July 9.
Big swarms of locusts has done enormous damage to the crops at Chu-chow and Hai-chow, on the Yangtze.

SIR THOMAS LIPTON FINED.

Sir Thomas Lipton was one of forty-five defendants who were summoned at Southampton recently for exceeding the speed limit.

It was alleged that Sir Thomas drove seven miles an hour. When stopped Sir Thomas said that he had been to Gosport that day to try the Shamrock, and he was sailing so far on the new boat, where there was no speed limit, that subsequently in his car he did not realise he was travelling at such a pace. He was fined £10 and costs.

CAN YOU AFFORD THE RISK?

WERE you ever seized with a severe attack of cramp colic or diarrhoea without a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the house? Don't take such risks. A dose or two will cure you before a doctor could possibly be called, and it never fails even in the most severe and dangerous cases. For sale by all Chemists and Druggists.

A TYPHOON ECHO.

STORM BOUND WITNESS.

The non-arrival of an important witness from Hongkong, who was stated to be storm-bound, was responsible for the adjournment of a case fixed for hearing in the Summary Court this morning. Seven Chinese, Lam Piu, Ho Wing, Ho Ju, Ho Kam, Au Kin, Lu King Wan and Ju King Wan claimed from the Kwong Hing firm the return of certain household furniture and wearing apparel carried away by defendant and valued at \$102.43; also damages for the detention thereof, not exceeding \$807.37, the limit of the jurisdiction. In the alternative they claimed \$1,000 damages, including \$102.43 as special damages.

Mr. W. B. Hind, of M. G. K. Hall, Brutton's office, appeared for plaintiffs; and Mr. Edwin Pottor, instructed by Mr. Holmes, was for the defendant firm.

Mr. Hind asked for an adjournment, stating that his only witness who saw the furniture taken away had not arrived from Hongkong, owing to the inclemency of the weather.

Mr. Pottor strongly objected to an adjournment. The case was fixed as long ago as June 23, which gave plaintiffs ample time to obtain any witnesses required.

Mr. Hind, in answer to his Lordship, said the witness had been to the Colony, but they could not detain him. He added that he had no more control over the weather than either his deceased friend or the Observatory.

Mr. Pottor pointed out that the train came down from Canton this morning and asked why the witness could not have come also. His friend alluded to the typhoon but there was no typhoon as a matter of fact, and the witness could have come down.

Mr. Hind said he understood the boat the witness was to have travelled by had not yet arrived.

Mr. Pottor said he did not know what peculiar type of boat the witness was travelling by; he understood the ordinary boats were in.

His Lordship decided to make a peremptory order for the hearing of the action on July 27, and ordered plaintiffs to pay the costs of the day.

THE TYPHOON.

According to the latest Observatory reports the typhoon passed close to the north of Canton this morning on a westerly course. Heavy squalls were experienced in the Colony soon after ten o'clock last night, with a good deal of rain, but the weather was not nearly so bad as could be expected with a typhoon in such close proximity, and little or no damage was done. The track of the storm does not seem to be clearly known, as it was not charted on the weather map to-day. Vessels from Swatow did not run into the typhoon though the weather was squally, but those from the north, experienced its full force in the Formosa Channel.

SHAKO OR HELMET?

Apparently, writes a correspondent of the Naval and Military Record, the proposal to substitute the old-time shako for the helmet in infantry battalions has been shelved for the moment, but the recent spell of hot weather has driven home the imperative necessity of providing some more suitable, comfortable and hygienic "full-dress" headgear for the infantry than the present ugly and cumbersome blue helmet. It is true that troops are no longer required to persevere under it on "field days" and manoeuvres, but it is still in use for many duties, ceremonial, church parades, and strike duties. Bristle-bound and spiked, it is a very German specimen of ugliness and discomfort, and so far back as 1879 Queen Victoria's family wrote: "The Queen is not anxious to see the British Army so much assimilated to the Germans, and wishes particularly, in order to avoid it, to do away if possible with the spike at the top of the helmet, which her Majesty considers neither ornamental nor useful." Yet these were the helmets (happily, temporarily sans spikes and bristles) that our regulars were plagued with right throughout the Boer war of 1899-1902. The colonial slouch hat was then given extensive trial, but lacked support through not being thought sufficiently smart, and has lately even been attacked in one of our colonies. For hard work in hot weather the "Wolsley" pattern is probably the best helmet yet devised for the infantry soldier, as experience in India has shown. It is made of pressed cork, lined with very thin linen, with a tight-fitting khaki cover, and a puggree that weighs but two ounces. In view of the fatalities among the troops that have often occurred during hard marches in hot weather, and at home, the War Office should give urgent attention to the provision of suitable headgear. The Foot Guards when on ceremonial duties in London wear bicornes weighing 37 ounces, while the helmet of the Life Guards burns at 55 ounces!

A cat may look at a king, but it costs money to get a look at four kings.

The man who does what he pleases is seldom pleased with what he does.

Miss Leigh: "I admire your efforts so much, Mr. Dauber. I wish I could carry some of your brilliant coloring away with me." Mr. Dauber: "I think you will to-day, Madam. You're sitting on my newly-made palette!"

London Opinion tells of a girl asking a very unimpassioned matter-of-fact youth: "Do you like George?" He replied: "Don't think I've ever tasted it." There is a competition story: "Do you like Beethoven?" The answer: "Only as salad."

THE FLOOD RELIEF FUND.

The Tung Wa Hospital begs to acknowledge with thanks the following donations to the Flood Relief Fund—

Already acknowledged	£71,519.13
Chinese Society, Victoria	2,400.00
Hongkong Pawnbrokers' Club	1,000.00
Aberdeen and Apichau Railway	302.65
Sir Chen Tung Liang Cheng	200.00
The Staff and Students of Young Chi Girls' College	127.20
Mr. Ip Shau Chi	100.00
Messrs. Tung Fat	100.00
Messrs. Fuk Tai	100.00
Messrs. Wing Cheong Shing	100.00
Messrs. Tai Yau	100.00
Messrs. Tai Yau Fong	100.00
Messrs. Wing Nin Fong	100.00
Messrs. Yuet Shing	100.00
Messrs. Tak Tsung	75.00
Mr. Siu Siu Wan	50.00
Messrs. Kwong Yee Ying	50.00
Mr. Chan Chan Fong	50.00
Messrs. Ching Tai	50.00
Messrs. Siu Lun	50.00
Messrs. Nam Hing Lung	50.00
Messrs. Cheong Kee	50.00
Messrs. Chiu Kee Ying	50.00
Messrs. See Woo	50.00
Messrs. Kwong Woo	50.00
The Edward Dispensary	50.00
Yeung Ma Shi	50.00
Messrs. Hing Lung Shing	40.00
Messrs. Kwai Mow	30.00
Messrs. Wo Fong Tai	30.00
Mr. Yung Siu Po	30.00
Wong Chak	30.00
Wing Sun Company	30.00
Mr. Wong Po Chun	30.00
Mr. Wong Toi Row	30.00
Yau Ming Shi	30.00
Mr. Chan Kip Shan	30.00
Lau Shi	30.00
Messrs. Tak Cheong Woo	30.00
Leung Chu Siu Tong	30.00
Messrs. Tai Cheong Shing	30.00
Messrs. Sam Shing Cheong	30.00
Messrs. Tak Leo	30.00
Messrs. Tak Lung	30.00
Messrs. Kwan Kee	30.00
Messrs. Chung Kee	30.00
Messrs. Kwong Kat Tsung	30.00
Messrs. Shau Yuen Lung	30.00
Messrs. Hip Hing Lung	30.00
Messrs. Kwong King	30.00
Messrs. Yee Yuen	30.00
Messrs. Tai Yick	30.00
Messrs. Shing Cheong	30.00
Messrs. Tai Hing	30.00
Messrs. Kwan Yick	30.00
Wing Lung Company	30.00
Messrs. Shing Fat	30.00
Messrs. Lee Yuen Lung	30.00
Messrs. Kwong Lee	30.00
Mr. Chun Wing Yu	30.00
Messrs. Shun Wing	30.00
Messrs. Sui Kee	30.00
Messrs. Man Tai	30.00
Messrs. Man Shing	30.00
Messrs. Fong Yuen	30.00
Commodore and Mrs. Anker	25.00
Messrs. Wing Sing Cheong	25.00
Messrs. Sing Hing	25.00
Mr. Chan Pui Shang	25.00
Commodore, Naval Yard	25.00
Mr. Leung Wing Tsung	25.00
Dr. Wan Man Kai	25.00
Mr. Wong Ping Yiu	25.00
Mr. Tai Ming Tak	25.00
S.S. Wing On	25.00
Messrs. Koi Cheong	25.00
Messrs. Man Cheong Lung	25.00
Messrs. Wing Cheong Shing	25.00
Messrs. Tai Cheong Lung	25.00
Messrs. Yee Shing Cheong	25.00
Messrs. Wing On Tai	25.00
Messrs. Wing Ning Tong	25.00
Messrs. Yick Tai	25.00
Messrs. Tung Woo On	25.00
Messrs. Man Woo Shing	25.00
Mr. Won Pui Sau	25.00
Messrs. Kwan Cheong	25.00
Messrs. Chi Chung Woo	25.00
Mr. Mok Yauk Lim	25.00
Messrs. Kwong Lun	25.00
Messrs. Man Chun Tong	25.00
Messrs. Fuk Yuen	25.00
Messrs. Wai	25.00
Messrs. Man Lung Tong	25.00
Messrs. Tai Tung	25.00

PRIDE OF COUNTRY.

Which Has Produced The Greatest Men?

A debate arranged by the Society of Warwickshire Folk in London to discuss which country in England has produced the greatest men was held on May 22 at the Holborn Restaurant, with Lieut.-Colonel Martineau, Lord Mayor of Birmingham, in the chair. It was hardly a complete discussion as many countries who have strong claims were not represented. For instance, Devonshire, which has provided many famous men, had no champion; Northumberland, Durham, Cumberland, Worcestershire, Essex, and Middlesex had no voice in the matter. Lancashire, the country of the Red Rose, had for champion the Rev. P. H. Ditchfield, and Yorkshire, its old rival, Mr. Gordon C. Home. Cheshire's claim was advocated by the Rev. A. Caldecott, Hampshire's by Mr. H. S. M. Gower, and those of Sussex by Mr. Pre-Off-Bow, Cornishmen had their cause pleaded by the Rev. W. S. Last-Bayma, Derbyshire men by "Morris Gerd" (the Rev. J. Jessop Tague), and Warwickshire with Shropshire made strong running when advocated by Mr. E. Marston. Rudland, Somerset's case was presented by Mr. R. B. C. Gregory, and the men of Kent had a strong pleader in the Rev. A. Winfield. The Channel Islands, Gloucestershire, Norfolk, and Surrey all presented claims to be regarded in priority in the matter of famous men. The court of judges was an international one.

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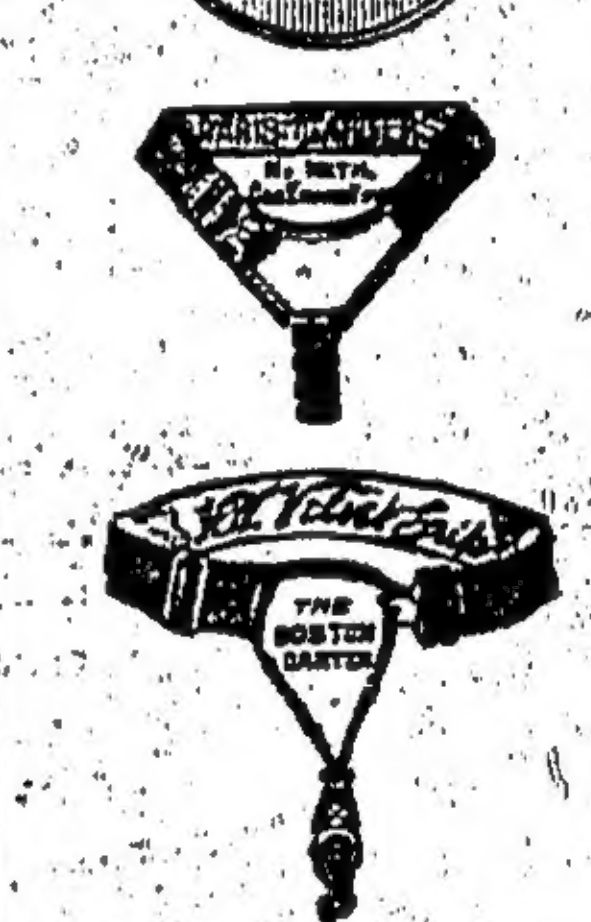
For CAKES

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For CHOCOLATES

WHITEAWAY, LAIDLAW & Co. Ltd.

YOU SHOULD ALWAYS CARRY A PYRAMID HANDKERCHIEF. NO WELL DRESSED MAN SHOULD BE WITHOUT.



MADE FROM FINE EGYPTIAN LAMBS. A'D BEAUTIFULLY SOFT. WITH SMART COLOURED BORDERS. COLOURS ABSOLUTELY INDELIBLE.

Price \$5.00 Dozen.

PARIS GARTERS.

NO METAL TO TOUCH THE LEG. THE PAD THAT GRIPS, AND NEVER SLIPS. IN WHITE SKY, BLACK, BROWN, BLUE, GREEN.

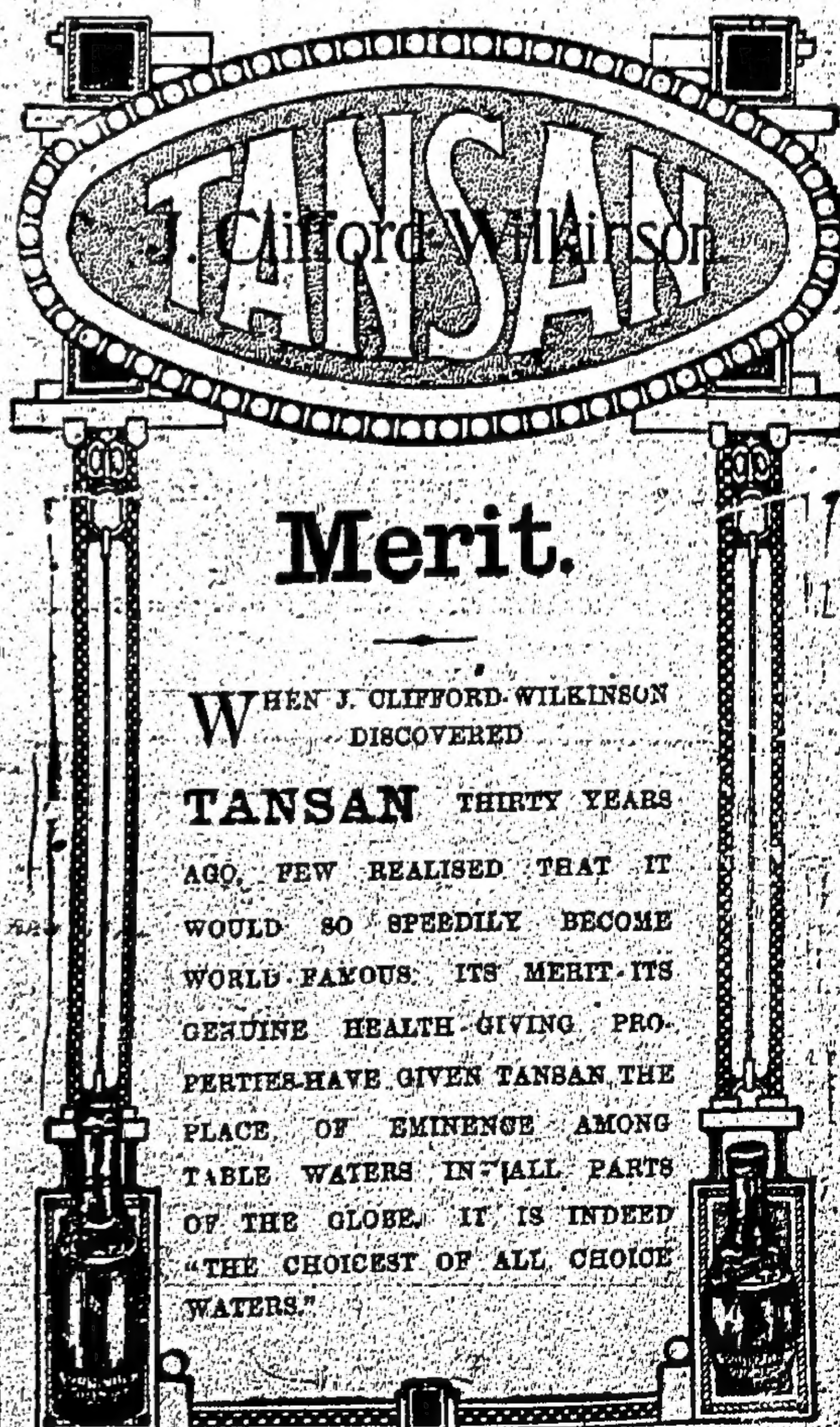
50 Cts. Pair.

THE CELLO.

A SOCK SUSPENDER WITH CELLULOID FITTINGS. NICE AND LIGHT. SILK WEB. IN WHITE SKY, BLACK.

Price \$1.25 Pair.

20 DES VUEX ROAD, HONGKONG.



Merit.

WHEN J. CLIFFORD WILKINSON DISCOVERED

TANSAN THIRTY YEARS

AGO, FEW REALISED THAT IT

WOULD SO SPEEDILY BECOME

WORLD FAMOUS. ITS MERIT ITS

GENUINE HEALTH-GIVING PRO-

PERTIES HAVE GIVEN TANSAN THE

PLACE OF EMINENCE AMONG

TABLE WATERS IN ALL PARTS

OF THE GLOBE. IT IS INDEED

"THE CHOICEST OF ALL CHOICE

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PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the
DATES named—

For	Steamers	To Sail	Remarks
SHANGHAI, MOJI, KOBE & YOKOHAMA	NILE Capt. H. POWELL	About 10th July.	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. R. HICKY	About 16th July.	Freight and Passage.
LONDON, via Suez, Port of Call, or Calcutta	ASSAYE Capt. J. J. COWELL	18th July.	By Special Admission.
LONDON & ANTWERP via Suez, Port of Call, Port Said & Marseilles	NAGOYA Capt. —	About 22nd July.	Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.

E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office.

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STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR VANCOUVER.

From Hongkong.

EMPEROR OF INDIA	Wednesday, July 22.
EMPEROR OF ASIA	Wednesday, Aug. 6.
EMPEROR OF JAPAN	Wednesday, Aug. 19.
EMPEROR OF RUSSIA	Wednesday, Sept. 2.
EMPEROR OF MONTENEGRO	Wednesday, Sept. 9.

Steamships leave HONGKONG at 12.00 Noon.

The EMPEROR OF RUSSIA and EMPEROR OF ASIA are new quadruple screw 21 knot turbine steamers of 16850 tons gross—30,825 tons displacement—the finest, fastest and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the latest wireless apparatus. Each Trans-Pacific steamer connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamers. The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSAGE RATES, HONGKONG TO LONDON

EMPEROR OF RUSSIA	Optional Atlantic Port \$71.10.
EMPEROR OF ASIA	do do \$55.
EMPEROR OF INDIA	do do \$55.
EMPEROR OF JAPAN	do do \$55.

MONTENEGRO—Intermediate service—First class railway, second cabin Atlantic via Canadian Atlantic Port—\$45. Meals and sleeping car across Canada not included in any of above rates. If required such will cost \$2 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan. SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, etc. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Fray's (Opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGUA BAY, LILIAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLUBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong:	Connecting with "GUJARAT"	From Colombo:
4th August.	17th August.	

EXCELLENT ACCOMMODATION FOR 1st and 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

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From Hongkong S.S. "SALAMIS"	About 21st of July.
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(With liberty to call at the Malabar Coast).

FOR BOSTON & NEW YORK.

S.S. MUNCASTER CASTLE—on or about 16th July.

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Proposed Sailing from Hongkong

Steamer from Hongkong	On or about	Connecting at Calcutta with	On or about
TAKADA	July 11.		
KATSURU	July 15.	"UMHLOTT"	2 August.

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THE NANYO YUSEN KUMI
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Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sailing

S.S. HOKUTO MARU, For Moji Kobe & Yokohama, on 10th July.

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MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
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Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. PERSIA (via Manila)	Sailing Saturday, 11th July, Noon.
S.S. KOREA	Sunday, 13th July, 1 p.m.
S.S. SIBERIA	Sunday, 13th July, 1 p.m.
S.S. CHINA	Tuesday, 15th August, Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of service. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—all water returning equipment, Filipino orchestra, deck games, etc.—and a daily mail throughout the trip. The Safety and Comfort of Passage in Our First-Class Cabin.

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King's Building (Opposite Blake Pier), Telephone No. 112.

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TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, THE INLAND SEA
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement Tons & Speed.	Leave Hongkong
SHINYO MARU	22,000-21 knots.	Tuesday, 13th July.
CHIYO MARU	22,000-21 knots.	Tuesday, 4th August.
TENYO MARU	22,000-21 knots.	Tuesday, 25th August.
NIPPON MARU	11,000-18 knots.	Tuesday, 8th September.

Steamers via Shanghai will be despatched at NOON.

"Manila" " " " " at 10.30 A.M.

First Class to London	\$71.10.	Return (6 months) \$180.
First Class to New York	\$80.	\$268.
" " " " " " " "	\$85.	\$288.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

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Thence by Trans-Andean Route to Buenos Aires.

Steamer	Displacement Tons & Speed.	Sailing
ANTO MARU	18,500-15 knots.	

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FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.

For	Steamers	To Sail
SHANGHAI, KOBE & YOKOHAMA	AMAZON	13th July.
	PAUL LECAT	27th July.
MARSEILLES, via Port of Call	CHILL	14th July at 1 p.m.
	ATLANTIQUE	28th July at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

RE-STEERING on the Co's Steamers at Colombo for CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LARVY, CORINTHIAN and BLACK SEA.

Through Tickets to London, via Paris by rail. Circular tickets to Europe via Suez and Singapore Route and vice-versa delivered here.

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TO AUSTRALIA, via MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATIONS)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	July 4th	July 10th at 10 a.m.
ALBANY	August 1st	July 21st at 10 a.m.
ST. ALBANS	August 3rd	August 28th at 10 a.m.

These steamers are fitted with the latest machinery, ensuring a plentiful supply of hot, fresh provisions, etc., and are lighted throughout with electricity. All State Rooms have Electric Fans. A day's quarantine is carried out.

For further particulars, apply to

GIBB, LIVINGSTON & CO.

Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAWEI, CHEFOO & TIENTSIN	CHENAN	July 11th at 4 p.m.
SHANGHAI & TIENTSIN	CHENAN	July 11th at 4 p.m.
MANILA, CEBU & HAILONG	TAKING	July 14th at 4 p.m.
PARROT & HAILONG	SUNGLANG	July 15th at 9 a.m.
SHANGHAI & TIENTSIN	YINCHOW	July 16th at 4 p.m.
MANILA, CEBU & HAILONG	YINCHOW	July 21st at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "HANUI."

MANILA LINE. Twin Screw Steamers "Chincha," "Taming," & "Tan." Excellent Saloon accommodations, Electric Fans fitted. Extra state-rooms on deck, etc. "Taming" and "Tan."

SHANGHAI AND TIENTSIN LINE. The Twin Screw Steamers "Anhui," "Chen," "Shanghai" and the S.S. "Nanchow," "Lanchow," "Yingchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tientsin, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

M.S. Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

REDUCED FARES—

Hongkong to Shanghai—Single \$45. Return \$75.

Hongkong to Tientsin—Single \$75. Return \$125.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

For	STEAMERS	To Sail
SHANGHAI via SWATOW, KWONGSANG	FRIDAY	July 10, Daylight.
SHANGHAI & TIENTSIN	ESANG	July 10, at Noon.
SINGAPORE, SOUBARAYA & SAMARANG	CHUNSAO	FRIDAY, July 10, at 2 p.m.
MANILA	YUENSANG	SATURDAY, July 11, at 2 p.m.
SINGAPORE, PENANG & CALCUTTA	CHUNSAO	TUESDAY, July 14, at 10 a.m.
SHANGHAI, KOBE & MOJI	LIANGSANG	THURSDAY, July 16, at Noon.
MANILA	LOONGSANG	SATURDAY, July 18, at 2 p.m.

RETURN TOURS TO JAPAN.

These steamers leaving Hongkong and leaving about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time completed 20 days. This service is supplemented by the Kowloon, Kowloon, Loos, Yawing and Yawing leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time completed 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A only qualified Surgeon is also carried. Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei & Tsingtau.

Taking Cargo on through Bills of Lading to Kintai, Lahad Datt, Singapore, Teluk, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMeward.

For	Steamers	Date of Departure.
LONDON & ANTWERP	DEN OF RUTHVEN	About 19th July.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

For	Steamers	Date of Departure.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	DEN OF AIRLIE	About 10th August.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.

AGENTS.

Telephone No. 215 Sub Ex. No. 2.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. DILWARA, 5,378 tons, Capt. Ramgool, S.S. will be despatched for KOBE and MOJI on 11th July.
S.S. G. APOAK, 4,000 tons, Capt. J. E. Drake, will be despatched for SHANGHAI, KOBE, and MOJI on 28th July.

WESTWARD.

S.S. APOAK, 4,450 tons, Captain Walker, will be despatched for SINGAPORE, PENANG & CALCUTTA on 9th July.
S.S. TAKADA, 6,000 tons, Capt. Robins, will be despatched as above on 11th July.

The above Steamers have excellent accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage apply to

DAVID GARRISON & CO., LTD.

Agents.

Telephone No. 215.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

FROM EUROPE

THE H. A. L. Steamship
C. FERD. LARSEN.

Captain Larssen, having arrived, Consignees of Cargo are hereby informed that the cargo is being landed and placed at their risk in the Godowns and/or extra Godowns of the Godown Co., Ltd. and Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading consignments by the Underwriters.

Optional Cargo will be carried on unless notice to the contrary be given To-A-At. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th July will be subject to sale.

All Broken, Chafed, and Damaged Goods must be left in the Godowns, where they will be examined on the 9th July, at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

Ex a. Arundel from Boston.

Ex a. Trilby from Abus.

Ex a. Stockholm from Stockholm.

Ex a. Jolo from Dranssen.

Ex a. Sonnet from Rotterdam.

Ex a. Algo from Norrkoping.

HAMBURG-AMERICA LINE.
Hongkong Office.

Hongkong, July 3, 1914. 789

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER Lloyd

SHIPPING

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	From	Leave	Arrive	Connecting Steamer	From	Leave	Arrive
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama

THE ATTENTION OF PASSENGERS IS DRAWN TO THE Accelerated Arrival of the Mail Steamers at Marseilles & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 5.35 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES
The Fares to London and Marseilles are as follows—
LONDON.
1st SALOON "A" Accommodation SINGLE RETURN £97.
"B" " " " " " " " " £89.
2nd SALOON "A" " " " " " " " " £85.
"B" " " " " " " " " £80.
MARSEILLES.
1st SALOON "A" Accommodation SINGLE RETURN £91.
"B" " " " " " " " " £83.
2nd SALOON "A" " " " " " " " " £83.
"B" " " " " " " " " £87.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-PAID) STEAMERS
AT LONDON
LONDON
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave	Arrive	Leave	Arrive	Leave	Arrive
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.
FARES TO LONDON RETURN.
1st SALOON £97.
2nd SALOON £89.
FARES TO MARSEILLES:
1st SALOON £91.
2nd SALOON £83.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SUBTAX OF 10%.
For further particulars apply to
E. A. HEWITT,
Superintendent.

NORDDEUTSCHER LLOYD,
BREMEN

IMPERIAL GERMAN MAIL LINES

STEAMERS	To	Leave	Arrive
Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama	Yokohama

FREIGHT LINE

NEXT SAILINGS FROM HONGKONG.

STEAMSHIP	Leave	Arrive
Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama
Yokohama	Yokohama	Yokohama

NORDDEUTSCHER LLOYD,
MELOHRS & CO.
GENERAL AGENTS.

SHIPPING

AUSTRIAN LLOYD'S S.S. CO.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

Sailing from Hongkong.

OUTWARD.
For SHANGHAI, Direct S.S. "BOHEMIA" on August 1st at 8 a.m.
For SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA, S.S. "CHINA" About August 1st at 8 p.m.

HOMEWARD.
For TRIESTE (Venice) direct via S.S. "KREMSER" on July 15th at 3 p.m.
Suez Canal, Djibouti, Aden, Bombay.

Fares: 1st 250. II 236. III 219.
For TRIESTE (Venice) via S.S. "ITALICA" on August 5th at 8 a.m.
Bombay, Suez Canal, Djibouti, Aden, Bombay.

Fares: 1st Saloon only 243.
Taking cargo on through bills of lading to all Adriatic and Black Sea Ports, etc.
All steamers are fitted with Wireless Telegraphy.

COMBINED TICKETS.
THROUGH TO LONDON via S.S. "ITALICA" on August 5th at 8 a.m.
Bombay, Suez Canal, Djibouti, Aden, Bombay.

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Bombay, Suez Canal, Djibouti, Aden, Bombay.

SHIPPING

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

THE AMERICAN LINE TO TACOMA
AND SEATTLETHE CHICAGO MILWAUKEE & ST. PAUL
RAILWAYvia KEELUNG, MOIL, SHANGHAI, NAGASAKI, KOBE,
YOKKAICHI, SHIMIZU, YOKOHAMA & VICTORIA, B.C.S.S. "CANADA MARU" Capt. H. Yamamoto, Wednesday, 22nd July at 4 p.m.
S.S. "TACOMA MARU" Capt. T. Hamada, Thursday, 6th August at 4 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

For BOMBAY via SINGAPORE, PORT SWETTENHAM, PENANG,
AND COLOMBO.

S.S. "JAVA MARU" Capt. D. Fachigami, Friday, 10th July Daylight.

For FOCHOW via SWATOW AND AMOY.
S.S. "KALU MARU" Capt. Y. Yamamoto, Monday 29th July, at 2 p.m.For TAMSUI via SWATOW AND AMOY.
S.S. "DAIGI MARU" Capt. S. Tokuchige, Friday 10th July, at 2 p.m.
S.S. "DAIJI MARU" Capt. K. Murakami, Sunday 12th July, at noon.For ANPING AND TAKOW via SWATOW AND AMOY.
S.S. "SOSU MARU" Capt. K. Hattori, Wednesday, 22nd July, at 10 a.m.These Steamers of Coast and Formosa Line have excellent accommodation for first
Class passengers and are fitted with Electric Light and Fans. These Steamers will
arrive at and depart from the Soon Yip Wharf near the Harbour Office.FOR FURTHER INFORMATION, APPLY TO—
Y. ASAI, Manager,
Second Floor No. 1, Queen's Building.

Reduced First Class Fares.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. "MINNESOTA"
CAPACITY 23,000 TONS. 20,718 Tons Gross Register. LENGTH 330 Feet.
Beam 73 Feet.EQUIPPED WITH WIRELESS TELEGRAPHY.
Sails from Hongkong 14th August, 1914.

For SEATTLE via NAGASAKI, INLAND SEA, KOBE AND YOKOHAMA.

Hongkong, Manila and Shanghai to Seattle or San Francisco £ 28.
Round Trip Tickets (Good for Six Months) £ 54.
Nagasaki to Seattle or San Francisco £ 28.
Round Trip Tickets (Good for Six Months) £ 54.
Robe and Yokohama to Seattle or San Francisco £ 28.
Round Trip Tickets (Good for Six Months) £ 54.
Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return
(Six Months) £ 210.
Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return
(24 Months) £ 214.
Reduced rates to all Ports in the United States, Canada, and Europe.
Luxurious Passengers Accommodations—Ships and State-rooms (all Outside
rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.
DIRECT connection at Seattle with Great Northern and Northern Pacific Rail-
ways for all points in the United States, Canada and Europe.
Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe
and Nagasaki, without extra charge.
Special rates to Missionaries, and their families.
For full information regarding freight or passenger apply to
NIPPON YUSEN KAISHA Agents,
Prince's Building.

PHILIPPINES STEAM-
SHIP Co.

Steamship	Tons	Captain	For	Sailing Date
YUBI	4,000	J. Miller	Manila, Mangarin, Cebu & Iloilo	SATURDAY, July 11, at 4 p.m.
YAFIRO	4,000	F. S. McMurtry	Manila, Mangarin, Cebu & Iloilo

Passengers holding round trip tickets may return by any Steamship of the Pacific
Mail S.S. Co., Tokyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australia
Steamship Co., Ltd.
Electric Light and Fans in every Cabin. Competent Stewards carried.
For freight or passenger apply to
Shewan, Tomes & Co., General Managers.

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of ice, fresh provisions, etc., and have superior accommodation with Electric
Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is
carried. Reduced Fares. Cargo booked through for all Australian, New Zealand
and Tanna ports.
For freight or passenger apply to
BUTTERFIELD & SWIRE, Agents.
Telephone No. 26.
Hongkong, June 27, 1914.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO MANILA, ZAMBOANGA & AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamers	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"TAIYUAN"	July 5th	July 10th
"CHANGSHA"	August 8th	August 14th

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of ice, fresh provisions, etc., and have superior accommodation with Electric
Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is
carried. Reduced Fares. Cargo booked through for all Australian, New Zealand
and Tanna ports.
For freight or passenger apply to
BUTTERFIELD & SWIRE, Agents.
Telephone No. 26.
Hongkong, June 27, 1914.

THE CHINA MAIL
COMBINED COLOURED
TYPHOON MAP & GUIDE

showing tracks and daily progress of the big Typhoon
during the last twenty years.
And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents.

THE CHINA MAIL LTD.
4, Wyndham Street, Hongkong.THE CHINA MAIL LTD.
4, Wyndham Street, Hongkong.THE CHINA MAIL LTD.
4, Wyndham Street, Hongkong.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship Discharge, having ar-
rived from the above Ports, Con-
signees of Cargo are hereby informed, that
their Goods will be delivered from along-
side.

Cargo impeding the discharge will be
landed at once at Consignees' risk and
expense.

Cargo remaining on board after 4 p.m.
on 8th instant, will be landed at Con-
signees' risk and expense.

Consignees of Cargo from Singapore &
Penang are requested to take immediate
delivery of their goods from along-
side, such Cargo impeding the discharge
of the vessel will be landed and stored at
Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
the Undersigned.

DAVID SASSON & Co., Ltd.
Agents.
Hongkong, July 7, 1914.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.
BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship
MARE,
having arrived, Consignees of cargo are
hereby informed that their Goods, with the
exception of Opium, Treasure and Valua-
bles, are being landed and stored at their
risk into the basins and/or extra basins
alongside of the Hongkong and Kowloon
Wharf and Godown Company, Limited,
Kowloon and West Point Godowns, whose
delivery may be obtained.

Optional Cargo will be forwarded on
unless intimation is received from the Con-
signees before noon to-day requesting it to
be landed here.

No claims will be admitted after the
goods have left the Godowns, and all goods
remaining undelivered after the 15th of
July, will be subject to sale.

All broken, damaged and damaged Goods
are to be left in the Godowns where they
will be examined on the 15th of July,
at 5.30 a.m.

No claims must reach us before the 22nd
of July, 1914, or they will not be
recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
the Undersigned.

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
General Agents.
Hongkong, July 8, 1914.

TOYO KISEN KAISHA.

S.S. "SHINYO MARU."

FROM SAN FRANCISCO, via
HONOLULU, JAPAN PORTS AND
MANILA.

The above-named Steamer having arrived
Consignees of Cargo are hereby notified
to send in their Bills of Lading for com-
mission, and to take immediate delivery
of Cargo from alongside.

Cargo remaining undelivered on TUES-
DAY, 7th July, 1914, at noon will be
landed at Consignees' risk and expense
and delivery must then be taken from the
Company's Godown.

No Fire Insurance whatever will be
effected.

No Claims will be recognised after the
Goods have left the Steamer or Godown,
and all Goods remaining undelivered on
TUESDAY, 14th July, at 5 p.m., in the
Godown will be subject to sale, and
loading charges.

All damaged and otherwise damaged Cargo
to be left on board or Godown, and
examination of same to be held on WED-
NESDAY, 15th July, at 10 a.m.

All Claims must be made on or before
TUESDAY, July 21st, otherwise they
will not be recognised.

S. MORIMOTO,
Agent.
Hongkong, July 4, 1914.

AGENTS.

LONDON—F. ALLEN, 11 & 12 Old Broad
Street, London E.C. 4. F. B. Brown
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